he could take possession of the inheritance which would devolve on him as next heir, at the decease of his then very aged father.

He engaged the assistance of the advocate Schelnitz, a lawyer of justly reputed intelligence and activity, and with him he proceeded to Coblentz.—The mystery of the case, the important interest involved in it, and the rank of the family all contributed to stimulate the zeal of Schelnitz, and he speedily brought to light certain facts which promised to lead to the detection of the criminal.

Ferdinand and the lawyer visited the house which had been occupied by Edward Von Bergfeldt at Coblentz. Seals had been affixed to all the drawers, trunks, &c., and on a careful examination of the effects, there was found in the pocket of a coat a note written in French. The address had been torn off, but the note was as follows:—

"I grant the interview on condition of its being the last. Your threats can never intimidate me. I defend myself with the arms of virtue and honor.—This is my last communication. Secret correspondence must not continue. C——.

July 13th."

As soon as Ferdinand Von Bergfeldt perused this note, he felt convinced that he was on the right track for the discovery of the murderer.

"It has been conjectured," observed he, "that robbery was the motive for taking my brother's life—no such thing! I feel assurred that the fatal blow was struck by a female hand—the same hand to which the glove belongs, and the same hand which traced this note. Every one of our family are aware that my brother did not behave well to his wife; and that his conduct caused them to separate shortly after their marriage."

The active inquiry now set on foot brought to the knowledge of the magistrates various circumstances worthy of attention.

A country girl deposed that, whilst she was engaged in cutting wood in the neighbourhood of the castle of Ottenberg, on the morning of the 16th of July, she had seen a gentleman in a hunting dress walking with a lady. She described the lady to have worn a straw bonnet, a bright colored dress, and to have carried a parasol.

The keeper of the baths at Podewill, near Muhlbach, furnished testimony somewhat more important. He stated that, about noon on the 16th of July a lady elegantly attired, but pale and evidently suffering from fatigue, came to the door of the bathing establishment, and wanted some person to tie a bandage round her right hand, which she said she had accidentally cut. The wife of the bath keeper washed and bandaged the wound. The cut was long, but not very deep, and appeared to have been inflicted with a knife. The lady requested to have a clean white handkerchief, which was furnished to her; she left a ducat in payment, and went away hurridly. An old man dressed like a woodcutter, had been observed waiting for her at some distance, and the lady having joined him they went away together. From the evidence of a peasant living near the baths, it appeared that, being at work behind a hedge, he had heard a short colloquy between the lady and her guide. The former was weeping and appeared greatly distressed. The old man said to her:

'In the name of Heaven, madam, be calm!—Tears cannot recall the dead to life—from me you have nothing to fear—I will be silent—silent as the grave!'

These witnesses described the lady to have had a light-colored parasol, a straw bonnet trimmed with flowers and a green silk dress.

Ferdinand Von Bergfeldt now entertained no doubt that the investigation which he had led to satisfactory results. In a letter, which he addressed to the magistrate of Muhlbach, he said:—

'We shall soon unravel the truth. We have the glove, and it will not be long ere we have the hand. It is a right hand glove, and, on turning it inside out, I have made a discovery which has heretofore escaped observation. In the inside is written a name part of which is obliterated, the letters *Heinr*——*l*'——*he*, being all that are legible.'

But was this the name of the wearer or the maker? With the view of solving this question, the glove was transmitted to an experienced agent, who had orders to spare no exertions for the elucidation of the fact.

At this juncture an unexpected circumstance intervened. A festival day was at hand, and in preparation for it the chapel of St. Joseph, was swept and cleaned. The box destined for receiving donations for the poor was opened; within it was found a green silk purse, containing a considerable sum in gold and silver together with a slip of paper on which were written the following words: "Give the dead man Christian burial and God will reward you." It will be recollected that the innkeeper had seen a green silk purse in the hands of the stranger who had slept a night in his house. He was shown the purse found in the poor box, and he identified it as the same.

Meanwhile Ferdinand Von Bergfeldt received letters from Silesia, acquainting him with his father's sudden death. He hurried home without delay; he was aware that, in the event of his brother Edward's death being proved, it would be necessary that he should go immediately to Berlin to obtain the requisite authority for entering into possession of his inheritance. In this matter he counted on the support of his sister in law; as the widow would be entitled to an annuity much more considerable than the sum she had received as alimony since her seperation from her husband.

Ferdinand Von Bergfeldt was not on friendly terms with the family of his brother's wife. Some overtures for effecting a reconciliation between the husband and wife had been obstinately opposed by the father of the lady General Count Hildurath.—This circumstance in no slight degree wounded the pride of the Bergfeldts.

(Conclusion next week.)

Communications.

TO THE EDITOR OF THE CHRONICLE.

Dear Sir,—The old gentleman of the Colonial Advocate, as you may have perceived through the last number of that paper, not content with a fair reputation, has been coveting fresh honors, and in the character of a critic has unnecessarily exposed himself to the annoyance of "payment in kind" from any one who may choose to make himself his debtor; and it will be well for him if he can find time to endorse payment on all his bills. For however vainglorious the old gentleman may be, and however boastful of his classical acquirements or his literary forte, he has yet to learn that egotism is not the only qualification for a literary censorship. If he had cast his eye carefully over any number of the Advocate and bethought himself of the good old lesson "they that live in glass houses should not throw stones," he would have been more careful perhaps, not to "poke fun" at your correspondent as a "*writer*," as he might possibly have discovered some such monstrosities as the following fair marks for criticism:—'The *Sessions* of the city and county are composed of forty-four *names*.' '*Nothing stands in the way* of raising grain in this County but the *absence* of pains and skill.' 'The quantity of this article used in the City itself is very great, to the amount of *some thousands*.' (Quere—and what?) 'Why *then* should capital, *this being the case*.' The "then" being *inferential*, the latter words in italics are surplusage. 'We have heard many *arguments* also on the propriety &c.' 'on the *plea* of our present foundries.' '*Arguments* and *plea* here have the same meaning.' 'Furniture we can make better than *them*.' (Quere—are the Americans *furniture*?—blockheads perhaps.)

There is still another character in which "adve" attempts to shine—that of a Diviner. In his answer to "An Observer," daring a supposed fit of inspiration—mesmeric somnolency perhaps, he invests your humble servant with the august dignity of a City Magistrate; albeit ambition never even whispered to me the idea of such a flight as that to the civic Council. Then again, (dear old man, I half love him, notwithstanding,) emboldened by success he puts forth to the world the following memorable and prophetic sentence: "Wisdy hints that allowing the Water Company to lay down their pipes is compensation enough for all the good they have done." Now, how *did* he discover that W intended more than he said? Verily this is the age of miracles! As the above quoted sentence contains the only specific objection made by "adve" against or after all this parade, I do not feel myself called upon *at present* to notice the answer to "An Observer" at greater length than I have done. My sentiments on the subject of the dispute between the Corporation and the Water Company are already before the public. As yet they are undisturbed, and if Mr. Advocate will only divest himself of the idea that all other men as well as he are inveterately prone to self-commendation, and will honestly apply himself to a confutation of my opinions, I shall endeavour to uphold them as becomes a dispassionate and candid debater. W.

St. John, Oct. 16 1845.

☞ Blanks, Handbills, and Job Printing of all kinds, executed at the Chronicle Office at lowest prices.

THE CHRONICLE.

SAINT JOHN, OCTOBER 21, 1845.

The English Mail with dates to 4th October, arrived at Halifax on Friday, per Mail Steamer *Hibernia*, in 13 days from Liverpool. The Mail reached here on Monday, and from papers received we have copied below such items of intelligence as appear to be of any interest.

The Massachusetts, a steamship fitted with a screw propeller, arrived at Liverpool from New York, on the 3d inst. in 17½ days.

Earl Spencer better known as Lord Althorp died on the 2d instant.

David McIven, Esq., the leading partner of the British North American Steam packet Company, died on the 20th ult.

The steamer *Shamrock* lately purchased at Liverpool to run in the Bay of Fundy, was lost on the passage from the former place to this port, having foundered off the coast of Ireland. The master and crew of the unfortunate vessel, fifteen in number, arrived in Penarth Roads, in the brig Jane from Newfoundland for Swansea, by which vessel they had been rescued.

Terrific Accident in the Royal Arsenal at Woolwich.—*Seven Persons Killed.*—An appalling accident took place on Wednesday morning in the Royal Arsenal, at Woolwich.

A few minutes before ten o'clock a loud explosion was heard in the laboratory department, at a building known as No. 1, Breaking-up Shed. Assistance was immediately at hand, the men rushing from various parts of the department to the spot. As soon as ingress could be obtained a fearful spectacle presented itself. Immediately behind the door, crowded together in a confused heap, lay the scorched bodies of five men and two boys. These were immediately removed to an adjacent shed on stretchers. The building being on fire, the alarm bell was rung and the engines from the different departments, with the Royal Sappers and Miners and Royal Artillery, were speedily on the spot. The flames, by the exertions of the men, were soon subdued, they rivaged so much having ignited the roof of which had already been blown off, and some slight damage done to the roof of an adjacent building. The men and boys were at the time employed in breaking up rockets, and through some friction the whole was accidentally ignited. Another man had a very narrow escape. When the fatal occurrence took place, the unfortunate persons made a simultaneous rush to the door. Unfortunately the doors opened inwards, and to this circumstance some of the chief officers of the establishment attribute their destruction. Their clothes and even their boots, were either wholly, or partially consumed, their bodies literally roasted, and the flesh in many cases deeply incised; all the hair was consumed of their heads, and their features so disfigured as to render their identification almost impossible. The remains of a dog were discovered in one corner of the building. It is the opinion of medical men that suffocation by carbonic acid gas was the cause of death, and the disfigurement by fire, took place afterwards.

New Anti-friction Metals.—*Galignani* mentions the discovery of a new mixture of metals, called anti-friction, as a substitute for the use of brass in the various uses to which that metal has been hitherto applied in the manufacture of locomotive and other engines. From the statement of Messrs. Allcard, Buddicom and Co., who have made the locomotives for the Rouen and Paris and other railroads, it appears that this metal, although very much lower in price than brass, and attended with an economy of 75 pr cent. in the use of oil during the working, is of a duration so far beyond that of brass as to be almost incredible.

The new harbour of Holyhead will be erected outside the present one, and will be ten miles in extent.

There is now growing on the very top of Pulkerry church steeple, about forty feet from the surface of the earth, an apple tree, with seventy or eighty apples growing thereon. Part of the tree and apples can be seen from the churchyard, but the sea breezes prevent its growing many inches above the battlements.

Isle of Man.—Within the short space of three days, 1,320 sheep were lately imported into this island from Androssan, Scotland, by the Mona's Isle, steamer.—They are fine animals, many of them being purchased at 24s. per head, and are introduced for the purpose of improving the breed on the estates of three of the principal agriculturists.

Irish Militia.—Circular transmitted to the several Lieutenants of the several counties in Ireland for submission to the Colonels commanding the Regiments of Militia:—

Dublin Castle,
Sept. 19th. 1845.

"—— I have the honor, by desire of the Lord Lieutenant, to acquaint you that Her Majesty has been pleased to command an immediate inspection of the Militia Staff throughout Great Britain and Ireland. An officer of her Majesty's regular Forces aided by a regimental or staff surgeon, will forthwith visit the Head quarters of each Regiment of Militia for that purpose; and his Excellency requests that you will direct all persons belonging to the permanent staff of the Regiment of Militia in the county under your charge to hold themselves in readiness to be inspected. As soon as the requisite arrangements shall have been made, a notification will be forwarded to you of the day on which the officers who will be employed on this duty may be expected at the Head quarters of the Regiment, to conduct the inspection.

Thomas Freemantle.

"To the Lieutenant of the County of ——."

On Saturday last a very neat schooner-rigged steamer, propelled by the screw, made her appearance at this port, belonging to Mr. Maudslay, residing on the Marine Parade, and which has attracted much attention at Dover, as well as at Boulogne, during the week. She is a handsome modelled craft, well suited for a gentleman's yacht, with handsome accommodation fore and aft, about 100 tons, fitted with two very compact engines for the occasion by the firm of Maudslay and Field, of 25 horse power each, working a screw of eight feet in diameter, at a speed of eighty to ninety revolutions in a minute. On Wednesday the above gentleman made a trial trip with a party to Boulogne, and the passage was made on that occasion in 2 hours 20 minutes, returning yesterday afternoon against the steam packet Magician. On this occasion the distance from Boulogne to Dover was run in 2 hours 10 minutes by the Water Lilly screw steamer, the name of the vessel in question, and the advantage appeared to be in favour of the screw; thus very clearly shewing the rapid improvements now making in that mode of propelling ships, and which has so recently attracted the attention of the Lords of the Admiralty as being well adapted for war steamers.—*Woolwich Gazette.*

THE REPEAL ASSOCIATION.

The government having hitherto neglected their duty of suppressing the illegal meetings of this illegal body, the Great Agitator attended on Monday, at the Dublin Intimidation Hall, and attracted a numerous auditory. Major Lidwell presided.—After some declamation condemnatory of the new Irish Colleges Act, a little blarneying of Mr. Smith O'Brien and a Mr. Lloyd, who has just joined the association, and a talk about the erection of a monument to the late Mr. Davis, to be placed in the senate house of his emancipated country, Mr. John O'Connell read the following letter, said to be addressed to him by the *Times* commissioner in Ireland. When the infidel colleges were established he hoped the gentleman would be appointed a professor of politeness. (Laughter.)

"*Halesworth, Sept. 25. 1845.*

"Sir,—I have this moment seen in the *Times* of yesterday your dirty and unmanly remarks concerning the *Times* commissioner, and I do not lose one moment to tell you that you are a liar and a blackguard. I am, sir, your obedient servant,

"JOHN FOSTER.

"*To John O'Connell, Esq. M. P.*"

Mr. O'Connell said that it was such a specimen of English politeness, he would, for the *benefit* of the education of the Irish people, move that it be inserted on their minutes. (A laugh.) He (Mr O'Connell) saw by chance two English respectable persons in the gallery, who shook their heads at that declaration; he would, therefore, withdraw the assertion that it was a specimen of English courtesy and attribute it solely to the blackguard nature of it. [Cheers.] Now that individual ought to get his proper name. Formerly, when elections were carried by means of money exclusively, there were appointed persons from head down to gutter agents. So it was then with commissioners, for they had them from the commissioner of the great seal down to the "gutter commissioner" of the *Times*. [A laugh.] He [Mr. O'Connell] trusted he had influence enough with the press to have that person called in future the "gutter commissioner." Did they know what he said? He said the Irish women were ugly. [Great laughter.] Oh! pointing to the ladies' gallery how ugly they are! [Cheers.] He was beginning to wish the fellow was here, but he would not, for may he never have the happiness of seeing such a sight as they saw there. [Cheers.]

M. O'Connell handed in several sums of money from the county of Tipperary, and which were announced at the Thurles dinner on Thursday. He also handed in £100, remitted by the Catholic Bishop of Waterford, contributed by the poorer class of his priests. As the letter of the worthy bishop contained a goodly amount of soft sawder for the Liberator, it was read with peculiar care and all due emphasis. Of course his lordship got a receipt in full for his sweet epistle. The Agitator then announced several repeal dinners and processions, announced the Rabbin conspiracy as being exploded, and foolish, and as having come from England; gave a laudatory account of the Thurles meeting; spoke of the almost absolute certainty of war between France and England and France and America; stated that they were determined to carry the repeal cause by peaceable means; but they were, nevertheless, on the watch for the difficulties of England, for the moment that period arrived their freedom was certain—(cheers)—alluded to the present prosperity of Ireland; said, when trade became bad and famine again stalked through the land, England would want their hands and hearts, and she should have Ireland cheap and at a low price only for doing them justice; referred to the prosecution instituted against him by government and its ultimate failure; deprecated the attempt of the British government to bribe the Irish nation; repeated the old story of the way the union was carried, the state of the English debt and the Irish debt at that period—and all he said and wrote against the union, and finally shot off to Lord Devon's report—a synopsis of which he gave for the fiftieth time. He had the draft of a bill for the repeal of the union almost completely ready. [Cheers.] This bill would recognise the prerogative of the British Crown in as full a form as it existed prior to the union. It would re-establish the Houses of Peers and Commons, and it would contain a declaration that no parliament should make laws to bind the Irish people but the Queen, Lords, and Commons of Ireland. Mr. O'Connell next introduced a black gentleman named Douglas, who had been a slave.

Mr. Douglas thanked the Liberator for the kind part he had ever acted towards his down trodden countrymen. When he was a slave he heard the name of "The Liberator" through the curses of his master. After more of the same kind of matter, he said, but seven years ago he was a slave—one of those whipped ones—one of those chained ones—one of those bought and sold ones—and he could not but feel the deepest gratitude at being present at such a meeting. They were like human beings even in his own country in the midst of mobs he was sorry to say, and at an imminent risk to life and property; but such was not the case in Ireland. While the Liberator shook the chains off the people of Ireland in that hall, he was also knocking the chains from off the slaves in America, and paralysing the arm of the cruel flagellator of the human race. The rent was announced to be £600 3s 10d.

THE OVERLAND MAIL.

The Bombay Overland Mail brings papers and letters from Bombay, Aug. 27; Calcutta, Aug. 16; Madras, Aug. 20; and China, June 25. An expedition from Hyderabad, under Major Corsellis, to Kustmore on the Seikh frontier, appears to have been sent forth by the Governor of Scinde with the view of protecting our territories in that direction from possible inroad. Some lives were lost on ascending the river, owing to the intense heat. Cholera was raging at Hydrabad as well as at Sakkur, but the mortality among the troops has been smaller than might have been expected. The rebellion of Prince Peshora Singh had assumed a very formidable shape.

The Governor-General has presented a treaty for the acceptance of the Seikhs, in virtue of which a British subsidiary force will be established. The Lahore government is understood to have accepted this treaty, but it is doubtful whether the troops will allow it to be carried into effect.—Sir H. Hardinge goes up to the north-west provinces about the latter end of September. His council is to be left in Calcutta, and Sir T. H. Maddock takes the office of President of Council and Deputy Governor of Bengal during his absence. From Affghanistan we hear that the Dost, as usual, is in difficulty with respect to his revenue collections. Accounts from Belgaum intimate the apprehension of the notorious rebel Soobana Nickum. Ragoojee Bangria, the hero of the Northern Concan, is, it appears, still at large.

The money market at Calcutta on the 16th August was nearly in the same position represented by the last advices of the 4th ult. At Bombay, though the business transacted in imports since the departure of the mail of the 19th July had been less extensive than in previous years the prospects apparent were not unfavorable.

We have news from China to the 25th June, but it is of no great moment. The Governor of Hong-Kong seems to be still highly unpopular. A new company, called the Bombay Steam Navigation Company, has been established for running steamers down the coast.

LIVERPOOL TIMBER MARKET—Oct. 4.

American Pine Timber.—Of St. John, one cargo of 20¾ inches average was sold at 21d. one of 18¼ inches at 18¾d. and one of 18¼ inches at 19¼d. The latest sale of the month was a cargo of nearly 20½in. average at 20¼d per foot. Several more have arrived but are not yet sold.

Birch.—St. John, with cargo, has been sold at 16d to 17d. and by auction at 18¾d per foot, and a cargo of Prince Edward's Island at 17d per foot.

New Brunswick and Nova Scotia Fir Planks and Boards.—With cargo, st. John spruce Deals have been sold at 24d to 25d per foot, and apart by auction several parcels have been sold at £10 10s per standard. A cargo of Planks, Boards & scantling, at 22d per foot; one Prince Edward's Island cargo at 22½d, and two others at 22½d per foot.

Spars.—Some Prince Edward's Island Spruce have been sold at 15d per foot, and Rickers at 9d. each.

Lathwood.—st. John, with cargo, has been sold at 40s to 60s per fathom, and by auction at £4 15s. per fathom; Prince Edward's Island at £3 10, and Quebec at £5 per fathom.

Dividend.—The Commercial Bank of New-Brunswick have declared a Dividend of 3 per cent. on the last half year, payable on or after the 13th November.

Sears' Family Magazine.—We acknowledge the receipt of the numbers for September and October of this useful publication. These contain beside other plates an engraved view of this City, and a description of the Province generally. The work is neatly printed and it contains a great variety of useful and instructive matter. It is, as its name imports, a "Family Magazine."

To Boston.—The new steamer propellor *Robert Rankin*, left here for Boston on Saturday evening last. She is worked by two propellors of about six feet diameter each, one under each quarter, these are driven by two high-pressure engines in the run of the vessel, the boiler being on deck, leaving the main hold clear for the conveyance of freight. We learn she will make one trip per week.

Supreme Court.—John F. Jones, Edward W. Miller, jr., Bernard C. Friel, Douglas B. Stevens, Samuel B. Davidson, John Henry Pharr, Charles Watters, and James G. Stevens, were admitted Attorneys of this Court at Fredericton on Thursday.

Pianofortes.—We were much gratified last week with an inspection of Mr. J. T. Hunt's premises, off Prince William street, which he has recently fitted up as an establishment for the manufacture and repair of Pianofortes. Mr. Hunt is a native of the United States, who has availed himself of the recent relaxation of the City enactments with regard to foreigners doing business here, and has set himself down in our midst, to benefit us with his talents and industry. A visit to his factory has left no doubt on our mind, that, in the wide field which this city and its neighbourhood present, Mr. Hunt's abilities as a mechanic must command a large share of encouragement, so soon as the public shall have been made better acquainted with their extent. His pianos are represented by competent judges to be excellent instruments.—*Cour.*

Resignation.—The rumour is current, and we believe not without foundation, that the Hon. Mr Justice Botsford has sent in his resignation as Judge of the Supreme Court in this Province.—In returning from the high and honorable post which Mr. Justice Botsford has filled for so long a time with undeviating integrity, His Honor carries with him into private life the respect and affection of his fellow-colonists, and we doubt not, the approval of his Sovereign.—*Ib.*

☞ We have been obligingly handed the following Circular, received by last Mail from England, as giving the latest intelligence from that side the water in regard to the contemplated great Colonial Railroad:

HALIFAX AND QUEBEC RAILWAY AND LAND COMPANY.

At a Meeting of the Provisional Board, *held at No. 38 Moorgate street, London, on Wednesday, the 1st of October, 1845.*

John Joseph Keene, Esq., Director of the National Bank of Ireland, Chairman of the Cork and Fermoy Railway Company, and Deputy Chairman of the Leeds, Huddersfield, Sheffield and South Yorkshire Railway Company, &c., &c., in the Chair.

The Minutes of the preceding Meeting having been read and confirmed; *Inter alia*, Various letters and communications relative to the undertaking were laid before the Meeting. The following Report was read by the Secretary, William Bridges, Esquire.

That in the month of June last he had projected the proposed Line of Railway to connect Halifax and Quebec, to settle extensive grants of land upon the Line, and to make Branches to St. John, Fredericton, and such other places as may be necessary; and that in conjunction with his friends, the Honble Sir Richard Broun, Baronet, John Valentine, Esq., Civil Engineer, and others, he had entered into correspondence, and had personal interviews or negotiations with various persons of interest who had more or less given their approval to the undertaking.

That the present registered promoters of the Company were Sir Richard Broun, John Valentine, Esq., Edward Hoare, Esq., and William Bridges, Esq., and that the Prospectus now submitted was duly registered.

That the regular meetings of these promoters and others, who from time to time took an interest in work, took place at the temporary offices.

That on the 12th of July a Memorial, drawn up by Sir Richard Broun and Mr Bridges, was addressed by the promoters to Sir Robert Peel, urging upon the consideration of the Government the great national benefits likely to accrue from the enterprise, and requesting an interview with the view of securing the sanction of Government, and certain privileges and grants of land to the Company to be constituted.

That this Memorial had been referred by Sir Robert Peel to the Colonial Office, and that the promoters had accordingly an interview with Lord Stanley on the 25th of July, when his lordship referred the deputation to the local governments, but expressed the opinion that, in the event of local support being secured, the government here would not refuse their sanction to the undertaking.

That Memorials were addressed on the 18th of July to Lord Metcalfe, Lord Falkland, and Sir William Colebrooke, the Governors of the respective Provinces of Canada, Nova Scotia, and New Brunswick, of similar tenor to that submitted to Sir Robert Peel and that other correspondence was entered into by Mr. Bridges, the result of which was the most cordial expression of approval, and promises of support from Lord Falkland and Sir William Colebrooke, who had also addressed Lord Stanley in recommendation of the enterprise, from the Honourable Mr. Almon, a Member of the Executive Council and President of the Bank of Nova Scotia, Mr. Featherstonhaugh, who was Commissioner for settling the boundary question, Captain Brougiton of the Royal Engineers, who had surveyed the whole territory, Dr. Gesner of Cornwallis, and various others of character and influence in British North America, and that maps and other engineering information had been transmitted from the Colony of a very useful character.

That Mr. Bridges had been assured by Mr. Almon and Mr. Perley, the Government Emigration Agent at St. John, to whom the Governor had communicated the contents of the Memorial, that extensive privileges and grants of land might be anticipated.

That the Colonial Press, both in England and the provinces had given great publicity to the project, and that the prospectus transmitted to the Governors had been by them ordered to be printed, and had been commented upon most favourably and excited much local interest.

That Mr. G. R. Young, a member of Legislature of Nova Scotia, being now in London had been applied to, and had kindly used his influence to ascertain the feeling of merchants in the city connected with the Canadas relative to the project, and had addressed letters by the last mail to various correspondents in the Colonies with the view of eliciting public expressions of opinion and a guarantee of local monetary support, if approved of by the public intelligence.

That Captain Moorsom, who had formerly made extensive surveys for the Government in the North American Territory, had also assisted the promoters with much valuable information, had furnished an estimate of the probable cost and returns, and had consented in conjunction with Mr. Valentine, to be the principal Engineer.

That the promoters had requested Mr. Young to allow the name of his firm in Nova Scotia, viz., the Honourable William Young and G. R. Young, Esq., to be nominated Solicitors for the Colonies, and that the promoters had further requested Messrs. Gilbert, Hooke, Street, and Guttere to accept the office of Solicitors in London, to act in conjuction with Mr. Wm. Tatham of Throgmorton Street, to whom Mr. Bridges had previously submitted the project with the view of engaging his professional assistance; which respective appointments these gentlemen had agreed to accept.

That Mr. Street had been himself in negociation with various influential relatives and friends in New Brunswick, who were desirous to constitute a company to construct a railway from St. John to the Grand Falls, to connect with the trunk line to Quebec; that extensive local and government patronage had been secured to the undertaking, and that no less than £100,000 of stock would be locally subscribed for that portion; and that the Legislature of New Brunswick in their opinion are disposed to give a bonus of £10,000 to £15,000 a year for five years, and to continue their support thereafter.

That the promoters of the Line from Halifax to Quebec, believing that they were prosecuting a common object and that they could act together in harmony, felt desirous that the influence and exertions of this contemplated Company should be associated with those of the parties interested in the New Brunswick portion, and that the two projects should form one one.

That various communications had been received from the Colony on Monday last on the subject of the undertaking, and amongst others Mr. Bridges had received letters from Mr. Almon and Dr. Gesner with authority to place the names of the Hon M. B. Almon James B Uniacke, Esq., M.P.P. and William A Black Esq., on the Committee, and with assurances of continued support.

That the desire of the promoters was now to finally organise a Company to receive estimates and information, and to take steps to give immediate publicity to the undertaking.

The Report having been considered; on the motion of Edward Lamerett, Esq., seconded by Edward Hoare, Esq., it was Resolved:—That the Report now read be adopted and entered upon the minutes.

It was moved by Captain W. S. Moorsom, seconded by J. Whitney, Esq., of St. John, New Brunswick; Resolved:—That, in the opinion of this meeting, it is desirable to establish a Railway communication between the ports of Halifax and Quebec, by the route of Fredericton, with a connecting line to St. John.

Moved by G. R. Young, Esq., of Halifax, Nova Scotia, seconded by Richard Lamerett, Esq.; Resolved:—That the Committee do make arrangements for instituting the necessary enquiries relative to the cost and practicability of the Line; and that correspondence be continued by the Secretary, with the leading Members of the Legislatures, and persons of standing and capital in the Colonies to ascertain how far this project would be supported; what encouragement would be given to it by the Government and the different Legislatures; and what amount of stock would be subscribed for by Colonial Share holders.

Moved by Sir R. Broun, Bart., seconded by E. J. Spiers, Esq; Resolved that Captain Moorsom be requested to prepare a memorandum of the probable cost and returns of the Line, in order that the same may be transmitted to the Colonies by the next mail.

JOHN JOSEPH KEENE, *Chairman.*
W. BRIDGES, *Secretary.*

In accordance with the terms of the last Resolution, the following statement has been received from the Engineer:

17¼ *Great George street, Westminster.*
2nd October, 1845.

Dear Sir,—With respect to the desire of the Quebec and Halifax Committee that I should express my views generally as to the expense and returns to be expected on that Line, I may state that the Railways of North America, which in many instances have been made in districts not more populous or important than that which lies between Quebec, Fredericton, and Halifax, have cost on the average about £5,800 sterling per mile, and are paying on the average between 6 and 7 per cent.

Their length is nearly 4,000 miles.

The connection between Quebec and Halifax (irrespective of Branches) will involve about 600 miles of Railway, and we may suppose that about two millions of miles will be travelled over by the trains annually.

In England, at high fares and with large population the receipts per mile travelled vary from 7*s* 6*d*. to 17*s*. averaging probably about 12*s* per mile annually. In France the receipts per English mile (the fares being very low) average about 10*s*.

Assuming that the Quebec and Halifax Railway would receive only 3 5ths of this return, the annual proceeds would be £600,000. Let us assume that the Quebec and Halifax Railway would realize only one half as much as the French, and less than one half of the English lines, and we shall then have a revenue of £500,000 per annum.

If again we set aside 50 per cent. for expenses, we shall have a nett revenue of £250,000 to pay dividends, this would be at the rate of 5 per cent upon £5,000,000. But it is probable that, agreeably with the experience of the American lines three millions and a half would be sufficient. Hence it would appear that under the least favourable view a return of more than 5 per cent may be expected.

Again: The lowest receipts on any one of the Railways weekly reported in Great Britain are at the rate of £520 per mile of Railway per annum. This is in Scotland on the Arbroath and Forfar line. The next lowest is in Ireland of £980 per mile per annum. The next lowest is in England, at the rate of £1,560 per mile per annum.

If we suppose the Railway from Halifax to Quebec to receive at no greater rate than the *poorest* of all the Railways reported in Great Britain, we shall have a return of nearly 10 per cent on 3½ millions of capital, from which, after deducting expenses of working, there ought to be a return of about 6 per cent.

This return is less than the average return of American Railways, reported up to 1844.

Thus, under any reasonable point of view, it appears to me we have just grounds for presuming that, with proper management, the proposed Railway will pay over 5 per cent. nett dividend besides maintaining itself.

Believe me, truly yours,
W. S. MOORSOM.

W. BRIDGES, Esq.,
Railway Offices,
38, Moorgate Street.

Winter.—The approach of winter at St. John has generally been preceded by light flurries of snow barely whitening the ground, and that at intervals of three and four or more days; but the relenting in of the approaching winter of this year has been very abrupt, by a fall of snow of six inches on the level, on Tuesday, as a first warning, loading some of the forest trees, which were scred and yellow leaved, before they were denuded of their foliage. The horse chestnut, with its stiffened frond like leaves, exhibited a singular appearance, covered with that ample load of snow. The cocks were crowing and restless and gave notice of this moisture approaching as early as 10 a. m. on Sunday last (and during many years of observation never knew them to make a mistake or deceive us excepting as to quality for they crow irrespectively whether the moisture hovering round or approaching is fog, rain, hail or snow,) with the wind from S. W. driving the scud to the N. E. and obscuring the sun except for a few minutes at intervals about mid day; at 4 p. m. the wind was strong, which brought in a dense fog; at 9 p. m. the wind died away, and on Monday morning, the wind was blowing a brisk gale from N. with the temperature at 42°, cold, searching, and chilling—and during that day the sun only appeared out for one hour; at 10 p. m. there was a sprinkling of something fine not distinguishable whether sun dust or snow, but on Tuesday morning between 12 and 1 a. m. snow began to fall thick and feathery, and about 7 a. m. when it ceased, there had fallen, as stated, 6 inches on a level. Clouds with moisture often pass and repass over this locality or near it for several times before getting depressed to falling distance, the cocks recognising every erratic motion. To day is bright sunshine and mild; temprature in sun 74deg.—*Communicated.*

Extract of a Despatch received by His Excellency the Lieutenant Governor from Lord Stanley:

No. 247.

Downing street, 17th Sept. 1845.

My Lord,—

Her Majesty's Government have attentively considered the representations contained in your Despatches, Nos. 324, and 331, of the 17th June and 2nd July, respecting the policy of granting permission to the Fisheries of the United States to fish in the Bay of Chaleurs, and other large bays of a similar character on the Coasts of New Brunswick and Nova Scotia, and apprehending from your statements that any such general concessions would be injurious to the interests of the British North American Provinces, we have abandoned the intention we had entertained upon the subject, and shall adhere in the strict letter of the treaties which exist between Great Britain and the United States, relative to the Fisheries in North America, except in so far as they may relate to the Bay of Fundy, which has been thrown open to the North American under certain restrictions.

In announcing this decision to you, I must at the same time direct your attention to the absolute necessity of a scrupulous observance of those treaties on the part of the Colonial authorities, and to the danger which cannot fail to arise from any overstrained assumption of the power or excluding the Fishermen of the United states from the waters in which they have a right to follow their pursuits.

Halifax Times.

Boston, Oct. 16.—*The Steam Ship Great Britain.*—A correspondent of the New Bedford Mercury, under date of "Holmes Hole, Monday," writes as follows:

"The steamship Great Britain, Lieut. Hosken, 16 days from Liverpool for New York, with 105 passengers, put into this port this morning for coal; having lost foremast and injured her propeller. A vessel is now alongside of her with coal, and after taking in a supply she will proceed on her voyage. The Great Britain fell in to the Eastward and came up over Nantucket shoals. Her mainmouth dinnen was completely torn and indeed the "world's wonder," and her unlooked for arrival here has produced quite an excitement in our village.

Tuesday, 14th—The steamship proceeded on her voyage at 3 o'clock this morning.

The Nantucket Inquirer, in speaking of the arrival of the steamer in the vicinity of that island, says—

That she was discovered from Siasconset at about 6 o'clock on Monday morning, inside of the Bass Rip, heading in shore, and continued to run in until she was off the head of the harbour, some six miles south of Great Point, with the town of Nantucket full in sight, when she stopped her engines, being about half a mile from the shore, and let her go and fired two or three times for a pilot, when Capt. Obed Luce made his appearance on the beach and a boat was sent from the steamer and took him on board. Captain Luce was not a pilot, but advised Capt Hoskins to run down off Siasconset where he could obtain one. This was immediately done, and in about 20 min. a boat, commanded by Capt. G. W. Coffin, started from Siasconset, boarding her off that place, and left on board Capt Nathan Gibbs a pilot who was in every way competent to extricate the noble steamer from the difficulty that she had been get into, and to take her to New York, the port of her destination. She then made the best of her way out, passed Great Point, and went up the Vineyard Sound in fine style, much to the delight of thousands, who embraced this opportunity of viewing her. She was in sight from town some five or six hours.

This is the second time that captain Hoskins has been in sight of this island during the time that he has commanded a steamship across the Atlantic: once in the Great Western and now in the Great Britain. We understand from Captain Luce that Captain H. cannot tell how she got inside of the Bass Rip, but had the weather been thick, we can tell that his vessel would have been high and dry upon the shore in a very short time.

WARNING TO THOSE WHO SET THE LAWS AT DEFIANCE.

Conviction and Sentence of Boughton, the Ringleader of the Anti-Rent Conspirators in the county of Delaware.—The trial of the Anti Rent leader Dr. Boughton (Big Thunder) terminated on Tuesday, with a verdict of guilty. Judge Edmonds, having first granted the prisoner a few days wherein to arrange his private business, sentenced him to "*confinement in the Clinton county state prison during the term of his natural life.*"

The following is the sentence pronounced by the Judge:—

Smith A. Boughton.—You have been arraigned and tried on a charge of robbery, and a jury, almost of your own selection, have found you guilty of the charge.

You have had a very fair trial. The jurors were selected with great care, two weeks having been spent in subjecting their opinions to the severest scrutiny, and you have yourself afforded the best evidence that they were eminently impartial. You have been allowed to go at large and fully to prepare your defence. You have been defended by able counsel. You have been surrounded by numerous friends, and every item of evidence, which you or they deemed material to your defence, you have been allowed to lay before the jury. You have been, notwithstanding, convicted, and it now only remains for the court to pass sentence upon you.

Your offence, though in form it is presented to us as robbery is in fact high treason, rebellion against your government, armed insurrection against the supremacy of the laws.

Until you came among them, the tenantry on the Manor were, in outward deportment at least, whatever might have been their feelings, a quiet, orderly, law observing people, yourself suffering none of the evils of the tenures of which you complained; you came here a volunteer from another county.—If you had confined your operations within lawful and peaceful bounds, you would doubtless have encountered, and perhaps been aided by the sympathy of many wise and good men, to whom the evils of those tenures are as apparent as they were to you. But such was not your purpose.

You came accompanied by a band of armed and disguised men; you early avowed your intention to resist the execution of the laws. A man of education, you well understand your duty to your country; yet when remonstrated with on the impropriety of your course, you admitted that you knew it to be wrong, yet you avowed your intention to persist in your measures of resistance, because thus alone you could attain your end.

Possessed of a species of popular eloquence, you made your appeals to the interests of the tenantry, by holding out to them the prospect of exemption from the payment of rent. To the more lawless and depraved among them, you held up, by means of the disguises which you were the first to introduce among them, the hope of impunity for any crimes they might commit. You thus enlisted in your service several hundred men, whom you publicly paraded in different parts of the country, armed and disguised. And you publicly notified them to meet you on the appointed day, armed and equipped, to resist the sheriff in the discharge of his duty. When that officer arrived at the village of Copake, in the peaceable line of his duty, you placed yourself at the head of your armed band, and with pistols cocked and swords drawn you captured him. You warned him not to proceed, but avowed that you had thus met to resist him, and you intended to do so even to the shedding of blood. You held him a close prisoner for several hours. You surrounded him with your armed associates, and finally, with your pistol presented to his breast, you compelled him to surrender to you the legal process which it was his duty and his purpose to execute. Not content then to discharge him, but most fully to manifest your contempt of the law and its process, you kept him your prisoner until in his presence, and that of the multitude whom you had assembled there, you burned the papers of which you thus robbed him.

You afterwards, surrounded in the same manner, publicly vowed